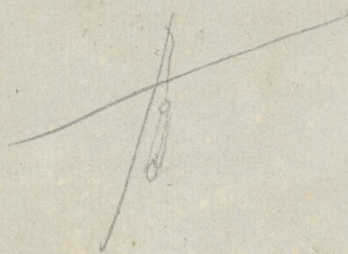




Journal

Ship York sailed April 1st 1849

W^m M. Barrett.



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Sunday April 1st. Left Boston stream at 9 A.M. with a good wind. Brig *Canonicus* for California and Ship *Kentucky* for New Orleans sailed at the same time.

Monday April 2nd. One of our Hens died after a short sickness. Cause unknown. Peace to her ashes.

Tuesday April 3rd. Spoke an English Brig from bound into New York with passengers.

Thursday April 5th. Passed a large Boat about half under water. It looked like a Ship's Long Boat.

Friday April 6th. Three vessels in sight. A Brig off the Starboard Bow a Barque off the Starboard and a Ship astern. The Barque supposed to be the *Emma* *Glaciosa* as she sailed from Boston for California on the afternoon of the 31st March.

Saturday April 7th. Saw Ship *Rosalind* no doubt from New Orleans for Harve or Liverpool as she was Cotton loaded.

Sunday April 8th. A School of Porpoises passed our bow. Capt. Drew struck one but the Iron came out and he made off. Another Hen died. Probably from the same cause as the first. Strong Breezes with rain.

Monday April 9th. Begins with Strong Breezes and squalls of rain. Ends with Light Breezes.

Tuesday April 10th. Strong Breezes with fine weather. During the night the wind increasing took in No. 3 Gaffers sails Mizzen Top sail and furl'd Clew & Spanker.

Wednesday April 11th. Light variable winds during the day. At night squally with lightning.

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Thursday April 12th. Strong Gale with hard squalls of rain. Ship under double Reefed Top Sails and Courses.

Friday April 13th. Strong Breezes and cloudy. At 11 A.M. Lat $32^{\circ} 26' N$ saw an English Barque standing to the west.

Saturday April 14th. Strong Gale in the morning. Double reefed Top Sails and reefed Main sail. At night very fine weather.

Sunday April 15th. Fair weather with light breezes. Ship under all sail. Our Lat is $30^{\circ} 43' N$ — Service on board this day. One of the Gents. read a Lecture. Subject "Will Man die and live again?"

Monday April 16th. Begins Fair weather with Light breezes. Set Topmast & Topgallant Staring Sails & Main Royal. Our Lat. is $28^{\circ} 54' N$. Continues & ends very pleasant.

Tuesday April 17th. Lat $26^{\circ} 54' N$ Pleasant weather with steady breezes.

Wednesday April 18th. Begins Light Breezes Fair weather. Towards night the wind rather increased. Our Lat is $24^{\circ} 06' N$.

Thursday April 19th. Lat $22^{\circ} 18' N$. Long. $27^{\circ} 52' W$. Light breezes and fine weather. At 5 A.M. saw a Barque to windward steering South. In the afternoon made her out to be an American.

Friday April 20th. Lat. $20^{\circ} 25' N$ Long. $28^{\circ} 24' W$. Took the Trade Winds at 4 this morning. Barque in company to the windward. At 4 P.M. spoke Barque Emma Isadora 22 days from Boston for San Francisco via Rio Janeiro all well —

Saturday April 21st. Lat $18^{\circ} 49' N$. Light variable winds. The Barque & a Brig in sight. About 6 P.M. saw a Water Spout. It was about 5 miles to leeward and continued 30 minutes.

Sunday April 22nd. Lat $17^{\circ} 32' N$ Long. $27^{\circ} 56' W$. Barque E. Isadora about two miles off our Starboard Bow and an unknown Brig in sight ahead. Pleasant Weather with very light breezes. Rigged

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out Flying Jib-boom and set Flying Jib. Given Service on board
A Sermon was read on the "Immortality of the Soul".

Monday April 23rd. Lat 15°-18 N. Long. 27°-18 W. Light Trade Winds & Fine
weather. Barque Emma Isadora in sight astern distant 12 miles.

Tuesday April 24th. Lat 12°-13 N. Long. 26°-14 W. Light Trade Winds and
Fine weather. At 5 PM the wind increasing took in Lower steering Main
Royal Flying Jib and Mizzen Topgallant Sails. At 5 1/2 PM saw Barque Emma
Isadora NNE distant 12 to 15 miles.

Wednesday April 25th. In the morning Strong Trades and fine weather.
Latter part Squally with light rain at intervals. No observation.

Thursday April 26th. Lat. 6°-12 N. Long. 23 W. Begins Fresh Breezes and Squally
and continues the same till evening. During the night weather very pleas-
ant. All sail set to advantage.

Friday April 27th. Lat. 4°-21 N. Long. 21°-53 W. Continues Fine weather and
Light Trade Winds with all drawing sail set. Towards night passing
clouds attended with Thunder and Lightning from the South East.

Saturday April 28th. Several sail in sight. We had a heavy fall of
rain this morning which lasted an hour and a half. Filled all
our empty casks besides washing out our clothes. It was a
scene for a Painter to see the Boys in the Lee Scuppers some
inquiring for stray stockings and others for soap. I turned
Wash woman for the first time and succeeded much better
than I anticipated. In the afternoon the ship looked like
a Back Yard for clothes of every hue from the Aristocratic
White with standing Dicky down to the humble checked shirt
and Duck pants were strung up in every place that they
could be to advantage. The weather continued squally
through the day. No observation.

Sunday April 29th. Lat. 3°-20 N. This morning from 6 to 8 we
had heavy showers of rain. Weather very calm all day and
the ship has made no headway.

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Monday April 30th. Lat. 3°-19' N. It has been calm from yesterday morning till this evening and the sound of the sails filling back is not at all agreeable for it reminds us that we make little or no progress towards our destined port.

Tuesday May 1st. Lat. 3°-12' N. This morning there being no wind our Captain gave orders to have the old sails got from the fore hold and bent in place of the new ones. Both watches were set at work and bent the topsails and courses. The ship is furnished with an entire new suit of sails and her old suit is in very good order. In the afternoon a light breeze sprung up and again our good ship moves slowly onward.

Wednesday May 2nd. Our Capt. could not get a true observation but made our Lat. 2°-43' N. The weather has been very fine and but little wind. At 4 P.M. Tacked ship to S.S.W. at 4.30 tacked to the westward.

Thursday May 3rd. Lat. 2°-29' N Long. 22°-26' W. Two ships in sight one on our starboard beam the other right astern.

At 1 A.M. tacked ship to the eastward at 5 to the westward.

At 11 P.M. spoke the ship that was on our starboard beam. She proved to be the America Savory master from New Bedford for the Land of Golden Promises. She sailed from N.B. the same morning we left Boston April 1st.

She had on board 98 all told and all well. We continued within hail for 15 minutes. Received and returned hearty cheers. They then by way of a serenade gave us "We are bound to California" and we sang them "Lowlands Low".

I caught a Bonita from the end of the flying jib boom with a hook and line. Capt. Drew also got one with a line and one was caught with the Grains. The manner of catching them is similar to catching Blue fish. All that the hook is baited with is a piece of white cloth. The Bonita mistake the rag for a flying fish and jump at it very quick.

Friday May 4th. Lat. 1°-07' N Long 23°-38' W. Light trade winds and fine weather. Ship America in sight to windward. At 6 A.M. saw a Brig by the wind standing to the eastward.

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The Bonita that we caught yesterday were cooked this day for dinner. They were made into soup and tasted very good at the time. But after dinner those who had partaken of the soup began to feel very sick. I eat a good share of it and to pay for eating it I had a very violent head ache and it seemed as though I had a heavy weight laying on my chest. There were some 8 or 10 who felt the effects of the soup. The Fish had lain in the sun all the afternoon before and it was the opinion that they were poisonous.

Saturday May 5th Lat. $0^{\circ}23'N$. Long. $25^{\circ}03'W$. Light breeze and fine weather. Latter part hard squalls of rain. This morning I agreed to serve as an ordinary seaman until I am tired of the berth. I am still to Rat and sleep in the Cabin but stand watch at night and do whatever work is assigned to me by the Officers of the ship. I belong to the Starboard watch which is one that the Mate has charge of.

Sunday May 6th In the morning variable winds and a heavy fall of rain. We crossed the Line some time last night for our Lat. today is $0^{\circ}34'S$ Long. $25^{\circ}25'W$. I had a capital initiation night for I was on deck 8 hours and it rained very hard two thirds of the time. Saw a ship to the windward standing South.

Monday May 7th This morning we had hard squalls of rain. Put the ship under double reefed Top sails Fore and Aft and fore top mast staysail. At noon wore ship to the westward. The day ended in a very squally manner. No observation.

Tuesday May 8th Lat. $2^{\circ}34'S$. In the morning weather still squally. During the afternoon the wind abated. Put the ship under all sail.

Wednesday May 9th Lat. $3^{\circ}00'S$. Calm and pleasant. Once in a while light puffs of air but they are like a bad hill of potatoes. "Sew in a hill and far between".

Thursday May 10th Lat. $3^{\circ}17'S$. Light variable winds. At 10 A.M. took in all Storing sails. At 9 P.M. took a light breeze from E.S.E.

having every appearance of the South east Trades. Set the Larboard Storing sails. Our Ship is again on the move.

Friday May 11th. Lat. $40^{\circ}24'S$. Begins light trade winds and fine weather. At 6 A.M. took in Lower Storing sail. During the night we had squally weather with rain. Made and took in sail as required.

Saturday May 12th. Lat. $6^{\circ}38'S$. Commences with strong breezes and fine weather. At 11 A.M. set Main Royal and Flying Jib. At night weather more moderate and very pleasant.

Sunday May 13th. Lat. $9^{\circ}07'S$. Long. $29^{\circ}44'W$. Weather still continues pleasant with light trade winds.

Monday May 14th. Lat. $11^{\circ}18'S$. Long. $Chro^{\circ}$. Begins steady breezes fine weather. Hodgekins the Ships Carpenter James Eaton and Henry P. Blood Seamen are off duty from sickness and under medical treatment by Dr. Clark. At 11 P.M. took in Flying Jib and Staggered Topgallant sail. Weather at night squally with rain.

Tuesday May 15th. Lat. $14^{\circ}01'S$. Long. $33^{\circ}53'W$. Begins fresh Trade fine weather and continues the same.

Wednesday May 16th. Lat. $16^{\circ}31'S$. Long. $33^{\circ}50'W$. Commences with pleasant weather and all sail set to advantage. Sick still off duty. In the afternoon parted one of our Bow-sprit Bob stays.

Thursday May 17th. Lat. $18^{\circ}53'S$. Long. $34^{\circ}34'W$. Begins fine weather. A Brig in sight Storing N. N. W. Watch employed setting up rigging. Ends the same as above.

Friday May 18th. Lat. $19^{\circ}33'S$. Long. $35^{\circ}08'W$. Begins light Trades fine weather. The sail in sight on our Larboard Quarter. At 4 P.M. unbent the old Main Course and bent New one. Ends with light airs from N. N. W.

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Saturday May 19th. Lat. 20° 08' S Long. 35° 13' W. Commences with light air from N. N. W. The S. E. Trades left us this morning. At 5 P. M. Capt. Hall caught a Shark about 7 feet long which caused much amusement to the Company.

Sunday May 20th. Lat. 21° 21' S Long. 35° 30' W. Begins weather very pleasant. At 3 A. M. shifted stering sails. Ends fine weather with light variable winds.

Monday May 21st. Lat. 22° 49' S Long. 35° 56' W. Weather about the same as yesterday. We have been employed making more secure our Boats and spars. Took one of the Boats from the Bearers over the Horse and lashed it firmly on top of the Long Boat. Then brought the other two Boats on the Bearers together and made them secure. Bent our new Mizzen Top sail and stowed the old one away. Also stowed away in the Hold a number of spare spars & rars which we had on deck. We have now considerable more room in both waists of the ship. At 6 P. M. set Starboard stering sails. During the night the wind increasing took in stering sails, Royal and F. Jib.

Tuesday May 22nd. At 6 this morning took in all three Top Gallant sails. At 8 A. M. the wind increasing with rain double reefed Top sails furled Jib and Main sail and took in the Spanker. At 10 A. M. 10 A. M. reefed and set the Main sail. At 6 P. M. the Gale still increasing close reefed the Top sails and reefed our Fore-course. Hard Squalls of wind & rain with a high sea during the night. No Observation

Wednesday May 23rd. Lat. 26° 15' S Long. 36° 14' W. At 7 A. M. hove ship to the westward and let a reef out of the Maintop sail. At noon the weather being more moderate out with all reefs. At 9 P. M. wore ship to S. E. At night weather very pleasant with little sea.

Thursday May 24th. Begins with a light breeze and fine weather. At 4 A. M. parted our Maintop sail. There being little or no wind at the time the Maintop sail Yard came down very heavy on the Cap and sprung it badly. The Yard being pronounced undraworthy the hands were turned to and it was sent down. At 4 P. M. they had a new one with all the Bear

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ready to be sent up. Sent it aloft and bent the new Main top
Sail. Lat. $26^{\circ} 14' S$ Long. $37^{\circ} 13' W$.

Friday May 25th. Lat. $26^{\circ} 13' S$. Commenced and continued calm
and pleasant. Ship laying like a log on the water.

Saturday May 26th. Lat. $26^{\circ} 22' S$. Long $37^{\circ} 59' W$. At 4.30 A.M. set
Starboard Storing sails. At 8 shifted them over. Still con-
tinued fine weather with little or no wind.

Sunday May 27th. Lat. $27^{\circ} 07' S$. Begins squally with some
rain. At noon quite a breeze sprung up. Ends with
pleasant weather a good breeze and the York herself again.

Monday May 28th. Lat. $27^{\circ} 06' S$ Long. $39^{\circ} 40' W$. Begins strong breeze
with flying clouds and squalls at intervals. At 2 P.M.
the breeze increasing took in Main top gallant sail. At 4
P.M. parted our Main top sail-tie again. Then being a
strong wind blowing the yard came down slowly
and received no damage. Repaired the Cu single-reefed
the top sail and set the top gallant sail. At 7 P.M.
took in all three top gallant sails and double reefed
the top sails. At 11 wore ship to the westward close reefed the
top sails furled the ab and Courses.

Tuesday May 29th. Lat. $28^{\circ} 08' S$. Long. $41^{\circ} 07' W$. At 4 this
morning the Gale moderating set the ab Courses and
Spanker. At 8 shook a reef out of the top sails. At noon
let out another reef and set Main top gallant sail. The latter
part squally with baffling winds.

Wednesday May 30th. Lat. $30^{\circ} 53' S$ Long. $42^{\circ} 28' W$. Begins with
rather unpleasant looking weather and a head beat sea.
At 5 A.M. let out all reefs and made all sail. set
Starboard Storing sails. This afternoon several Cape
pegeons were taken with a hook and line. Ends pleasant

Thursday May 31st. Lat. $32^{\circ} 10' S$. Begins fresh breeze and cloudy
During the evening strong breeze took in and made sail

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as required. About 12 P.M. passed a sail stiring by the wind N.E.

Friday June 1st. Lat. $34^{\circ}55'S$ Long. $45^{\circ}36'W$. Commences strong breeze and squally weather. At 7.30 P.M. took in Top Gallant sails. Ends with a good breeze and clear weather.

Saturday June 2nd At 1.30 A.M. wore ship to the westward and set Top Gallant sails. At 7 A.M. strong reverse winds took in Top Gallant sails. At 8 took two reefs in Fore and Mizzen Top sails and one in the Main. Lat. is $35^{\circ}57'S$ Long. $48^{\circ}12'W$. In the afternoon bent the Main Spiner and set it also set the Spanker and Gib. Ends light baffling winds.

Sunday June 3rd Lat. $35^{\circ}43'S$ Long. $50^{\circ}10'W$. Begins calm with the sky obscure. Ship heading from East to S.E. This afternoon 3 or 4 Cape Pigeons were caught and allowed to fly again after having a Quill with some writing enclosed secured to their legs. Captain Drew wrote a short "Billy doo" and made it fast to one of the Pigeons. At 10 P.M. took a light breeze from N.E.

Monday June 4th. No Observation Lat. by D.R. $36^{\circ}22'S$ Long. $50^{\circ}47'W$. At 9 A.M. set the Starboard-stiring-sails. Strong Breeze and light rain. At noon furled the Main Royal and bent the yard and sail down. At 4 P.M. took in Top Gallant sails. At 5 P.M. the wind freshening with hard squalls of rain double reefed the Top sails and reefed the Courses and took in Gib. At 10 cloth reefed Fore and Main Top sails furled Main sail and Mizzen Top sail and set the Spencer.

Tuesday June 5th. Lat. $37^{\circ}55'S$ At 4 A.M. set the reefed Main sail and Mizzen Top sail. At 11.30 A.M. the wind hauling to the South wore ship to N.S.W. Set a reef out of the Top sails set Gib and Spanker. Ends strong Gale and clear weather.

Wednesday June 6th. Lat. $38^{\circ}05'S$ Begins with strong Gale attended with hard squalls of rain. At 2 A.M. passed a Ship by the wind standing to the S.E. At 3.30 A.M. wore ship to S.E. furled Gib and Spanker and Main sail. At 7 A.M. reefed Fore sail. At 8 set

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Sit Spanker and Main Spencer. At 6 P.M. let the reef out of the Fore sail and set the Main sail.

Thursday June 7th. Commences fresh breezes and cloudy. Let out all reefs and set Top Gallant sails. Ends the same. Lat. 39° 31' S Long 50° 50' W

Friday June 8th. Lat. 40° 47' S. Begins light variable winds and cloudy. In the afternoon some rain. At 5 P.M. squally with a head beat sea took in Top Gallant sails and double reefed Top sails. At midnight Tacked Ship to the westward let a reef out of the Top sails and set Main Top Gallant sail. The Gally was left open at night for the first time. It is not to be closed at night till we arrive in Lat. 40° S the other side. It is left open for the watch on deck to go in and make coffee and also for them to dry wet coats mittens &c. Ends strong reverse winds.

Saturday June 9th Lat. 41° 41' S Long. 53° W. At 5 A.M. let a reef out of the Top sails and set Fore and Mizzen Top Gallant sails. Light reverse winds and fine weather. At 4 P.M. tacked Ship to South. At midnight strong breezes and squally appearances.

Sunday June 10th. Lat. 43° 09' S. Long. 58° 34' W. Commences with strong breezes and squally weather. At 2 A.M. double reefed the Fore and Mizzen Top sails. At 8 A.M. let a reef out of the Top sails. At 8 P.M. tacked Ship to the Southward. Latter part of the evening light air. Set out all reefs.

Monday June 11th. Lat. 43° 23' S. Begins strong breezes and squally took in Top Gallant sails and put a reef in Mizzen Top sail. In the afternoon strong breezes weather more clear. At 4 P.M. single reefed Fore and Main Top sails. At 11 P.M. squally double reefed Top sails reefed Main sail and furled Sit and Spanker.

Tuesday June 12th. At 4 A.M. the breeze increasing close reefed Fore and Main Top sails reefed the Fore sail and hauled Mizzen Top sail. At 10 A.M. the Gale increasing furled Main sail and Fore-top-sail. Ship under close reefed Main top sail reefed Fore sail Fore top mast stay sail and Main Spencer. Lat. 45° 08' S. The ship is a very good sea boat and easy to

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a sea but she is very quick at rolling. At the dinner table to day there has been sad work amongst the crockery. Sundry plates of Beef Fork and Tea soup were disposed of in their owner's laps instead of their mouths whilst Knives and Forks Pitchers and Mugs were flying about in a most admirable manner. Chests were torn out of the chests and turned bottom upward, and from the Weather State rooms all articles that were not secured were on the move. As she was making one of her heaviest rolls the Steward made his appearance from the Galley with 3 Pans two of rice and one of Salt beef. He could not stand up with all this so acting on the principle of "One hand for the Owners and the other for himself" he let go one of the pans of rice and caught hold of the Main Jack (which luckily was stuck along to the Windlass) and saved himself from going into the Sea scuppers. At 8 P.M. Gale more moderate set the Fore Top sail close reefed and wore Ship to the westward.

Wednesday June 13th. Commences wind still more moderate but a high sea running. At 3 A.M. set the reefed Main sail and let the reef out of the Fore sail. At 6 A.M. set Grib and Spanker let two reefs out of Top sails and set Top Gallant sails. Ends with less sea and a light rain. No Observation.

Thursday June 14th. Lat. 45° 05 S Long. 54° 43 W Begins calm and ends the same. Made no headway this day. Watch employed variously. The small boat which was on Top of the Galley was taken from there and placed on the Beams over the house it being deemed a more secure place for it.

Friday June 15th. Lat. 46° 14 S Long. D.R. 56° 49 W. Commences strong reverse winds and squally weather. At 3 A.M. took in Top Gallant sails. At 5 P.M. tacked to the westward. At night double reefed Top sails.

Saturday June 16th. Lat. 45° 26 S. Long. 57° 40 W. At 6 this morning let out all reefs and set Main Top Gallant sail. Tacked Ship and stood South. At 8 P.M. Fresh Gales with squally appearances. Double reefed Top sails. At 11 hard squalls and a South of Cape Horn in the shape of hail and sleet. Took in Mainsail, Grib and Spanker. It was our watch on deck from 8 till 12 P.M. I was seated in the Galley

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very busily engaged in making Coffee for the Watch. It was about half past 11 and she was going along on her course at about 7 miles an hour when I heard the Fore sail shaking in the wind. A minute after the Look out sang out "All aback forward" On looking we found the Ship aback Fore and Aft and going astern at the rate of three knots. We went aft and the mate said "Brace round the Main yard" Whilst doing so in order to let the Ship fall away on the other tack a heavy sea struck the rudder which tore the Wheel away from the Helmsman and carried it with force against the Round House. It struck the Helmsman but he jumped in time to escape being jammed between the helm and the house. The Wheel went over the deck like a flash two or three times but was finally secured. It appears that a sudden gust of wind from S. S. W. which was dead ahead had hove the Ship aback in an instant. Close reefed Top sails and reefed Fore sail. Ends hard squalls of wind and sleet.

Sunday June 17th. Lat. 45°-28 S. Long. 59°-27 W. Begins strong Gales of wind with hail. Ship under close reefed Top sails and Courses Stay sail and Spenser. At 6 P.M. furled the Fore top sail and set Main Stay sail. Ends strong Gales.

Monday June 18th. Lat. 43°-58 S Long. 59°-39 W. Commences strong Gales and a high sea. At 3 A.M. carried away Starboard Boat Davit which let the Bow of Boat in the water. After some difficulty secured it and at daylight took her in board. At 5 A.M. furled the Fore sail. At 6 P.M. weather more moderate and wind hauling wore ship to S. S. W. and made all suitable sail. At 11 P.M. a heavy sea running ship pitched away Fore Top Gallant Yard in the Slings. Sent it down and unrove rigging. Ends fresh gale.

Tuesday June 19th. Lat. 45°-18 S. Commences strong gales of wind with a heavy head sea. Double reefed Top sails and Courses and furled Spunker. At 3 P.M. let a reef out of the Top sails and Fore sail. At 10 let a reef out of Top sails and set Stb. Spunker and Mainsail.

Wednesday June 20th. Lat. 46°-55 S Long. 62°-20 W. Commences squally with rain. Double reefed Top sails furled Stb. Spunker and Mainsail. At 5 A.M. the Gale increasing close reefed Top sails furled the Fore sail. At 9 A.M. reefed and set the Fore sail. At 10.30 A.M. took in Fore top

sail. At 3.30 P.M. let a reef out of Topsails let Sit and Spanker. At night let out all reefs. Ends with lies sea and clear weather.

Thursday June 21st. At 8 A.M. set Main Top Gallant sail. At noon the wind increasing double reefed Topsails. A Barge in sight on the Larboard Quarter steering southerly. At night close reefed Topsails furled Main sail Sit and Spanker. Ends hard squalls with hail. Inst. obs. this day 48°-53°S.

Friday June 22nd. Lat. 50°-20'S. Long. D.R. 63°-36'W. Commences strong gales with squalls of hail. At 11.30 P.M. reefed Courses and close reefed Topsails. Close same as above.

Saturday June 23rd. Begins hard squalls with hail and sleet. At 8 A.M. wore Ship to the westward. Lat. 51°-10'S. Long. 63°-30'W. Ship under reefed Topsails and Courses. Ends light airs.

Sunday June 24th. At 2 A.M. wore Ship to south and let a reef out of the Topsails. At 6 A.M. let reefs out of Courses and let the Sit. At noon strong gales and a cross sea running. Inst. 51°-30' Long. 64°-08'W. At 3 P.M. let a reef out of Topsails and let Main Top Gallant sail. Ends fresh breezes.

Monday June 25th. Commences fresh breezes clear weather. At 8 A.M. made land bearing S.S.W. per Compass 25 miles distant supposed it to be between Cape St Vincent and Cape St. Diego. At 9 A.M. west part of Staten Land S.E. 35. 30 miles distant. At noon Cape St. Diego S.B.W. per Compass 30 miles West part of Staten Land S.E. per Compass 15 miles distant. At 4 P.M. Cape St. John bore S.B.E. per Compass 15 miles. At 11 squally with snow reefed the Main sail and double reefed the Topsails. Inst. 54°-20'S.

Tuesday June 26th. Inst. D.R. 55°-34'S. Long. D.R. 61°-53'W. Begins hard squalls with snow. Close reefed Topsails furled Main sail Sit and Spanker and reefed the Fore sail. At 6.30 A.M. blowing a Gale of wind took in Fore and Mizzzen Topsails. At 11 A.M. took in Fore sail. At 3 P.M. weather more moderate wore Ship to the west and set close reefed Fore and Mizzzen Topsails and reefed Main sail. At night

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weather more equally wore Ship to S.S.E. took in Main-sail and Mizzen Top-sail. Ends equally.

Wednesday June 27th. Lat. D.R. 55°-43 S. Long. 69°-15 W. Commences weather more moderate. At 3 A.M. set the reefed Main-sail and reefed Mizzen Top-sail. At 4 A.M. wore ship to the west with a light baffling air with rain and sleet and continued to brace and square the yards throughout until 8 A.M. when a steady breeze sprung up from S.S.W. Ends light breezes and cloudy.

Thursday June 28th. Lat. D.R. 55°-43 S. Long. D.R. 62°-46 W. At 4 A.M. wore ship to S.E. close reefed Top-sails and furl'd Main-sail. Strong reverse Gales with snow. At 10 A.M. took in Fore top-sail. Ship under close reefed Main top-sail Fore top-mast stay sail reefed Fore sail and Spencer. At 3 P.M. set close reefed Fore and Mizzen top sails. At 12 wore ship to the westward.

Friday June 29th. Lat. 55°-23 S. Long. 60°-25 W. At 2 A.M. set the reefed Main-sail. At 7 A.M. let two reefs out of Main top-sail set Main top-gallant-sail Stb and Spanker and let the reefs out of the courses. Weather more moderate with falling squalls of snow. Sun out at intervals. Blain the Cook sick and off duty. Ends squally.

Saturday June 30th. Lat. 55°-04 S. Long. 60°-54 W. Begins heavy squalls of snow. At 2 A.M. wore ship to W.S.W. close reefed Fore Top-sail and reefed Main-sail. Continuous reverse winds. At 4 P.M. let a reef out of the Main-sail and Mizzen top-sail. Ends light winds.

Sunday July 1st. Commences light baffling winds. At 6.30 A.M. let the reefs out and made all sail. Lat. 55°-06 S. A sail in sight off the weather bow. Ends light variable winds and cloudy.

Monday July 2nd. Lat. 55°-06 S. Long. 65°-45 W. Commences strong breezes with all suitable sail set. At noon spoke ship Alcöpe from Boston for Palaparaíso and a market. At 10.30 P.M. wind increasing double reefed Top-sails. At 12 P.M. close reefed Top-sails reefed Courses hauled Stb and Spanker.

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Tuesday July 3rd. At 8 A.M. let out ruffs and made all suitable sail
At 9 A.M. made Diego Ramirez bearing N.W. B.W. per. Compass and
Cape Horn 75 miles. Several sail in sight steering to the
westward. No Observation. At 4 P.M. Diego Ramirez bore North
per. Compass 25 miles distant. Ends squally with some snow.

Wednesday July 4th. Lat. 57° 58' S. Another Fourth of July has pass-
ed away and it has been passed by the Pacific Co. in a very inter-
esting manner. It has been passed off Cape Horn that fearful
Cape that used to be pointed out to me in my school boy days as
the place where the waves ran mountain high. I remember I used
then to think that every one who had been "round the Horn" whether
in a Greasy Whaler or a Dandy Merchantman was a being
something superior to those who had not doubled the Cape. And
I am very sure that if I had held to that opinion until I had
seen for myself that I should certainly have changed it this day.
The day has been very clear and a comfortable breeze blowing.
At 7^{1/2} this morning (or as it is called 7 bells) it being our watch
below we were awakened by a tremendous knocking on the scuttle
and a cry that was no doubt intended for all Larborlines—
Ahoy but owing to the number of voices it had not the usual
sound. At the same time Yankee Doodle in martial strains
was wafted to our ears whilst sundry cries of "Hard-a-lie"
"Main topsail haul" "Keep your luff" &c gave us to understand
that something unusual was being transacted on deck. On
going on deck we found a detachment of the Passengers with
General Drew at their head marching fore and aft the ship.
The General wore a blue uniform faced with white, cocked
hat and plume, also a sword nearly as long as the bear-
er. He presented a very warlike appearance and although
not the "Hero of a hundred battles" still he looked as though
he could cut his way with ease through a hedge-fence or a
Plum Duff. At noon the main procession was formed and
although it did not reach from Dock Square to Roxbury line
I'll venture to say that it was as fine a Procession as ever graced
the Ship York's Deck on any former 4th of July. The Stars and
Stripes waving at the Peak seemed to say "I wave in a good
cause and there is man a man who will spill his
heart's blood in my defence. The Procession was formed of nearly

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all of the passengers armed to the teeth with Rifles, Muskets, Pistols, Cutlasses and Swords of all sizes. After them came the Sailors with Swabs, Squill-gears, Luff-tackles, Brooms, Tail-Blocks Swatch-blocks &c. &c. The whole headed by the General in person. The procession after standing off and on for some time made all sail and stood forward. They then tacked ship and stood over too seaward and once again tacking made all sail for the Cabin. Upon their arrival in the Cabin Mr. Trumbull read a portion of the Declaration of Independence. After which a very neat and appropriate Oration was delivered by Mr. F. C. Ewer which was responded too by three hearty cheers. There has been a Ship in company to windward all day showing American Colours. The day closes light breezes and cloudy.

Thursday July 5th. Lat. D.R. $57^{\circ}20'S$. Long. D.R. $75^{\circ}54'W$. Commenced strong breezes fine weather. Middle part showers of rain. At 8 P.M. tacked ship to S.W. Ends pleasant.

Friday July 6th. Lat. D.R. $56^{\circ}59'S$. Long. $77^{\circ}06'W$. Commenced light rain with fog. Continues same. Ends fresh breezes and pleasant.

Saturday July 7th. Lat. Obs $55^{\circ}41'S$ Long. Chr. $79^{\circ}25'W$. At 4 A.M. it being very squally singled reefed Top sails. At 5 doubled reefed Top sails and reefed Main Royal. At 8 A.M. let a reef out of the Top sails and Main Sail and set Main top Gallant sail. At 2 P.M. exchanged colours with an English Barque standing E.S.E. At 8 P.M. passed a Ship standing E. S. E. Ends squalls at intervals.

Sunday July 8th. Lat. $53^{\circ}24'S$. Long. $79^{\circ}W$. Begins fresh breezes fine weather. At 4 P.M. tacked ship to S.W. at 5 P.M. hard squalls with sleek close reefed Top sails reefed the Main sail furled it and Spanker. At 11 P.M. a severe gale of wind with hard squalls of sleek took in Fore and Mizzen top sails. Ends heavy gale of wind. Ship laying like a duck in a mill pond.

Monday July 9th. Lat. D.R. $53^{\circ}50'S$. Long. D.R. $79^{\circ}04'W$. At 4 A.M. won ship to N.W.W. set close reefed Top sails Main Sail it and Spanker. Middle part more moderate. Ends fresh breezes with passing clouds and all sail set to advantage.

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Tuesday July 10th. Lat. 51° 30' S. Long. 81° 45' W. Begins fresh breezes and Pleasant. Middle part light variable air. Ends same with a high swell from S. E. All sail set to advantage.

Wednesday July 11th. Lat. 50° S. Long. 83° 57' W. At 1³⁰ A. M. wore ship to W. W. Strong breezes with passing squalls of rain. Ends strong gales with showers of rain. Double reefed Top sails.

Thursday July 12th. Lat. 46° 50' S. Long. 83° 54' W. At 7 A. M. let out all reefs and set Main top Gall. Sail. At 11 A. M. crossed Fore top Gallant yard. Ends strong breezes with showers.

Friday July 13th. Lat. 44° 07' S. Long. 84° 41' W. At 8 A. M. tacked ship. At 11 A. M. tacked ship and sent aloft Mizzen top Gallant yard. Ends strong breezes and cloudy.

Saturday July 14th. Lat. 41° 46' S. Long. 83° 35' W. Commences fresh breezes with thick fog. Middle part passing clouds with fog. At 11 P. M. braced round. Ends light breezes. At noon this day sent aloft Main Royal yard.

Sunday July 15th. Lat. 40° 07' S. Long. 83° 27' W. Commences light breezes & fine weather. Towards evening strong breezes. At 8 P. M. took in Top Gallant sails fore and aft. At 10 double reefed Top sails. At 11.30 P. M. let out the reefs and set Main top gallant sail. Ends strong breezes.

Monday July 16th. Commences strong breezes with rain. At 8 A. M. took in Main top gallant sail and single reefed Top sails. At 10.30 double reefed Top sails reefed Main sail furlled St. and Spanker. At meridian close reefed Fore top sail and reefed Fore sail. John Parnell seaman going aloft to help reef the Foresail on the inside of the lee fore rigging when about two thirds of the way up fell and struck on deck stunning him and badly hurting his head. Took in Mizzen top sail. At 4 P. M. hard squalls with rain sent down Main Royal yard and furlled Main sail. At 11 P. M. set Mizzen top sail and Main sail. Ends weather more moderate.

Tuesday July 17th. Lat. 39° 30' S. Long. 84° 12' W. At 2 A. M. wore ship to W. W. let a reef out of the Top sails and Courses set St. and

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Spanker. At 6 A.M. shook out reefs and set Top gallant sails. At 10 A.M. wore ship to W.S. Farnell more comfortable. At 7 P.M. strong breezes squally appearances took in Top gallant sails reefed the Mizzen Top sail. At 10 wind increasing to a gale double reefed Top sails furled Main sail Sit and Spanker. Ends hard squalls.

Wednesday July 18th. Lat. 38°-22 S. Long. 89°-35 W. At 3 A.M. reefed and furled Fore sail and furled Fore top sail. Ship under close reefed Main top sail Stay sail and Main Spencer. At 7 A.M. Mr. Hubbard had his leg broken. He was standing by the rail forward when the wash deck tub fetched away and broke his leg against a spare spar that was lashed to leeward. Dr. Williams set it in its proper place. At 8 A.M. set close reefed Fore top sail and reefed Fore sail. At 7 P.M. squally took in Mizzen Top sail. At 10 P.M. hard squalls and a high sea took in Fore top sail. At 11.30 P.M. a severe gale took in the Fore sail. Ends a comfortable Gale of wind. Ship rolling pretty heavy.

Thursday July 19th. Lat. 37°-17 S Long. 89°-05 W. At 6 A.M. set close reefed Fore Top sail reefed Fore sail, Main sail and Mizzen top sail. Hubbard and Farnell more comfortable. Clouds with a high head sea and all sail set to advantage.

Friday July 20th. Lat 35°-18 S Long. 90° W. At 4 A.M. took in Top Gallant sails and double reefed Top sails. At 8 a severe gale took in Main sail, Sit and Spanker close reefed Fore and Main Top sails reefed Fore sail and furled Mizzen top sail. At 10 P.M. squally with lightning. Ends squally.

Saturday July 21st. Lat. 34° S Long. 91°-15 W. At 7 A.M. let out all reefs and set Top gallant sails. Close fresh breezes and pleasant.

Sunday July 22nd. Lat. 31°-38 S Long. 91°-21 W. At 8 A.M. sent aloft Carboard Storing boom and set Topmast and Lower storing sails. Ends steady breezes with occasional showers of rain.

Monday July 23rd. At 5 this morning sent aloft Main Royal Yard and set the sail. No Observation. Ends light trade winds.

Tuesday July 24th. Lat. 26°-43'S Long. 92°-10'W. Light trades and fine weather. All sail set to advantage.

Wednesday July 25th. Lat. 24°-45'S. Light S.E. trades, fine weather.

Thursday July 26th. Lat. 23°-32'S Long. 93°-34'W. Same as above.

Friday July 27th. Lat. 21°-18'S Long. 94°-55'W. Steady trade winds. During the night light squalls of rain.

Saturday July 28th. Lat. 18°-52'S Long. 96°-18'W. Fresh trades & pleasant.

Sunday July 29th. Lat. 16°-24'S Long. 97°-52'W. Same as above.

Monday July 30th. Lat. 13°-55'S. Pleasant with passing clouds. Ends Trades veering to the Southward.

Tuesday July 31st. Lat. 11°-01'S Long. 100°-38'W. Fine Trades. Company employed making Tents, Boat sails &c.

Wednesday August 1st. Lat. 8°-04'S Long. 102°-18'W. Same as above.

Thursday August 2nd. Lat. 5°-04'S Long. 104°-0'W. Continuous fine weather. At night passing squalls took in Main to gallant staving sails.

Friday August 3rd. Lat. 2°-07'S Long. 105°-45'W. At dawn set Top gallant staving sails. Ends light Trades and fine weather.

Saturday August 4th. Lat. 0°-04'S Long. 107°-0'W. Light trades fine weather.

Sunday August 5th. Lat. 2°-02'N Long. 108°-17'W. Continuous Fine trade winds.

Monday August 6th. Lat. 3°-41'N Long. 110°-12'W. Light Trade winds.

Tuesday August 7th. Lat. 5°-27'N Long. 110°-08'W. Light breezes and pleasant.

Wednesday August 8th. Lat. 7°-33'N Long. 112°-15'W. Commences fresh breezes and passing clouds. At 8 P.M. took in lower staving sail.

Epitaph on a Sailor.

Ship mate avast! heave all aback;
And gaze upon this mound;
Here rest the bones of honest Jack,
Who in a foeman turned his back,
Or left his friend aground.

His voyage thro' life he cheerily stur'd
Took it on misfortunes billow,
And as the wind has hauled and veer'd,
Some fairy hope has oft appear'd
To lull him on his pillow.

But Fancy's vision now is sped;
Poor Jack his number'd with the dead
Claim'd by grim death a prize;
He rides within the bay of Hope,
His cable veer'd to a full scope,
Waiting the word "to rise."

By a Sailor.

Thursday August 9th. Commences passing squalls of rain. At 4 A.M. took in Topmast and Topgallant steering sails. At noon hard squalls of rain. Caught several casks of water. At 6 P.M. single reefed Top sails. At 11 P.M. double reefed Top sails and reefed the Main sail. Ends hard squalls of rain.

Friday August 10th Lat. $12^{\circ} 26' N$. Long. $113^{\circ} 30' W$. At 3 A.M. set the Spanker. At noon shook out the reefs and set Topgallant sails. At 11 P.M. passing squalls of rain took in Topgallant sails. At 10 P.M. set Main topgallant sail. Closes fresh breezes and fine weather.

Saturday August 11th. Lat. $14^{\circ} 05' N$. Long. $113^{\circ} 58' W$. Fine pleasant weather.

Sunday August 12th. Lat. $15^{\circ} 05' N$. Long. $114^{\circ} 44' W$. Begins light breeze and fine weather. At 11.30 P.M. took a light breeze from N.E.W.

Monday August 13th Lat. $15^{\circ} 11' N$. Long. $114^{\circ} 42' W$. At 6 A.M. tacked ship to the westward. At 10 A.M. light reverse winds. At 2 P.M.

tacked ship to the N.E. Close light reverse winds.

Tuesday August 14th. Lat. 14° 35' N. Long. 116° 26' W. At 4 A.M. tacked ship to S.W. Light reverse winds. Latter part squally.

Wednesday August 15th. Lat. At 5 A.M. saw a ship by the wind to leeward. Middle part squally took in Top gallant sails. Close At 8 P.M. tacked ship to S.S.W. At 12 P.M. tacked to N.W.

Thursday August 16th. Lat. 17° 20' N. Long. 115° 29' W. Commenced light reverse winds fine weather. At night calm and pleasant.

"Land of my Birth."

Farewell to the home of my childhood,
Farewell to my cottage and vine,
I go to the land of the stranger,
Where pleasure alone will be mine.
When life's floating journey is o'er,
And earth again mingles with earth,
I can rest in the land of the stranger
As well as ~~in~~ that of my birth.
Yes these were my feelings at parting
But absence soon altered their tone,
The cold hand of sickness came o'er me
And I wept o'er my sorrows alone.

No friend came near me to cheer me
No parent to soften my grief,
No brother nor sister were near me
And strangers could give no relief.
'Tis true, that it matters but little
Tho' living, the thought makes one pine,
What'er befalls the poor relic
When the spirit has flown from its shrine,
But oh! when life's journey is over
And earth again mingles with earth
Lamented or not still my wish is,
To rest in the Land of my Birth.

Friday August 17th Lat. $18^{\circ}06'N$. Long. $115^{\circ}25'W$. At 5 A.M. made the island of Santa Rosa bearing N.N.E. dist. 25 miles. At noon bore N.E. $\frac{1}{2}$ N. 15 miles. Tacked ship to S.W. At 6 P.M. Santa Rosa bore N.E. $\frac{1}{2}$ E. 25 miles distant. Ends pleasant. All drawing sail set.

Saturday August 18th Lat. $18^{\circ}10'N$. Long. $116^{\circ}41'W$. Light breezes and fine weather with strong appearance of the N.E. Trades.

Sunday August 19th Lat. $18^{\circ}51'N$. Long. $119^{\circ}40'W$. Commences strong North East Trades and cloudy. All drawing sail set by the wind. At 5 P.M. saw a sail to the leeward bearing S.W. standing to the westward. Clouds with strong reverse winds.

Monday August 20th Lat. $19^{\circ}21'N$. Long. $122^{\circ}50'W$. Commences fresh reverse winds and cloudy. Clouds same.

Tuesday August 21st Lat. $19^{\circ}06'N$. Long. $125^{\circ}30'W$. Fresh reverse winds and cloudy. Later part pleasant. Wind veering to the N.E.

Wednesday August 22nd Lat. $19^{\circ}43'N$. Long. $128^{\circ}27'W$. Fresh northerly winds and cloudy. All sail set by the wind.

Thursday August 23rd Lat. D.R. $20^{\circ}56'$ Long. " " $131^{\circ}08'W$. Same as above.

Friday August 24th Lat. $21^{\circ}47'N$. Long. $133^{\circ}58'W$. Begins wind veering to the Eastward. Ends Fresh breezes and cloudy.

Saturday August 25th Lat. D.R. $23^{\circ}42'N$. Long. $135^{\circ}19'W$. Begins light squalls of rain. Fresh trades thick weather. At 4 P.M. squally took in Top Gallant sails. At 5.30 single reefed the Top sails.

Sunday August 26th Lat. $25^{\circ}35'N$. Long. $136^{\circ}42'W$. At 9 A.M. set Main Top Gallant Sail. Fresh trades with some fog.

Monday August 27th Lat. D.R. $27^{\circ}41'N$. Long. $137^{\circ}54'W$. Commences fresh trades thick weather. Later part pleasant set Fore Top Gallant sail.

Tuesday August 28th Lat. $29^{\circ}43'N$. Long. $139^{\circ}08'W$. Begins fresh breezes with passing clouds. Ends squally.

Wednesday August 29th. Lat. $31^{\circ}44'N$ Long. $139^{\circ}57'W$. Commenced moderate weather. Ship under single reefed Top sails and Top Gall. sails. At night tacked ship to the Eastward.

Thursday August 30th. At 8 A.M. let out all reefs. Lat. $32^{\circ}22'N$ Long. $140^{\circ}42'W$. At 8 P.M. tacked ship to NNW. Continues adverse winds.

Friday August 31st. Lat. $33^{\circ}15'N$ Long. $140^{\circ}21'W$. Begins strong breezes and cloudy. At 10 P.M. squally took in Fore and Mizzen Top Gall. sails.

Saturday Sept. 1st. Lat. $35^{\circ}23'N$ Long. $141^{\circ}10'W$. Commenced strong adverse winds and squally. At 6.30 P.M. took in Top Gall. sails and single reefed Top sails. Ends squally with rain.

Sunday September 2nd. Lat. $37^{\circ}24'N$ Long. $141^{\circ}35'W$. Commenced light squalls of rain. Ship under single reefed Top sails and Top Gall. sail.

Monday September 3rd. Lat. $39^{\circ}28'N$ Long. $141^{\circ}19'W$. At 8 A.M. let out reefs and set Top Gallant sails. Light adverse winds. All sail set by the wind. Later part light squalls of rain and fog.

Tuesday September 4th. Lat. $39^{\circ}01'N$ Long. $139^{\circ}47'W$. At 9 A.M. took in Fore and Mizzen Top Gallant sails. Strong adverse winds. At 4 P.M. single reefed Top sails, took in main Top Gallant sail. At 8 P.M. double reefed Top sails. Ends with a nice little gale and a head sea.

Wednesday September 5th. Lat. $37^{\circ}58'N$ Long. $137^{\circ}30'W$. Commenced strong adverse winds and thick weather. Ship under double reefed Top sails and Courses. At 4 P.M. let a reef out of the Top sails.

Thursday September 6th. Lat. $36^{\circ}35'N$ Long. $136^{\circ}20'W$. Begins with light squalls of rain set Top Gallant sails. At meridian out with all reefs. Saw a Barge to Leeward steering by the wind. Calm and very pleasant. Barge in sight to the Southward. Ends calm with light air from N.E.

Friday September 7th. About 9 this morning it being calm Captain Cheever and some six or seven of the Passengers took the whale boat and after pulling about half an hour

boarded the Barque. Soon after our boat came back with a crew belonging to the Barque. She proved to be the Phenix Capt. Baxter 158 days from New York for San Francisco.

I was much surprised to find amongst those that boarded us three belonging to Nant. the 1st and 2nd mates (Kille and Coffin) and a young man by the name of Gardner. When the boat returned North of us accompanied them on board the Barque. There we found our boys who had gone with the Captain in the first boat and they were having a fine time. Staid to dinner with them and about 7 bells in the afternoon took our boat and came off. At parting they gave us three times three hearty cheers and we returned them with interest. On returning we found to our satisfaction that those belonging to the Barque who had boarded the ship during our absence had been entertained in good shape and in a "seamanlike manner". We were all highly pleased with our visit and Old Swift (who has been on a six year cruise after the Big fish) said it was a little the tallest Gam that he had ever seen. Weather has been calm all day. At night light air from W.S.W.

Saturday September 8th. Lat. $36^{\circ}40'N$ Long. $135^{\circ}06'W$ Light winds and cloudy. Barque Phenix in sight to leeward. Also another Barque off our Starboard.

Sunday September 9th. Lat. $36^{\circ}35'N$ Long. $133^{\circ}40'W$. Commenced wind variable. Phenix in company bearing E.N.E. At 7.30 P.M. wind increasing took in Top Gallant Sails. At 8 single reefed Top sails and set Top Gallant Sails. Ends, adverse wind.

Monday September 10th. Lat. $35^{\circ}59'N$ Long. $130^{\circ}53'W$. At 3 A.M. let out the rups. At noon fresh breezes and pleasant with a high sea from the NW. At 5.30 P.M. single reefed Top sails and set Top Gallant Sails over them. During the night took in Fore and Mizzen Top Gallant Sails. Ends pleasant.

Tuesday Sept. 11th. Lat. $36^{\circ}27'N$ Long. $128^{\circ}04'W$. At 6 A.M. set the Top Gallant sails. At 8 P.M. took in Fore and Mizzen Top Gallant Sails. Single reefed Top sails. Ends strong breezes

Copy of a letter from Rev^d Wm H. Knapp.

Nantucket Feby. 22nd 1847.

Dear William.

Since I heard that you so young and inexperienced were going so far from home and all your friends. — I have thought about it till I can not help expressing my feelings to you. and I hope you will receive this in the same friendly spirit in which it is written: that you will receive it, not only as an expression of interest in what concerns your parents and friends, but as an expression of my personal regard for you. I hope you will receive my counsel, not as implying any want of confidence in you, your principles or your habits — for the more confidence and affection we cherish towards any person the more anxiously we would watch over them, and warn them of any dangers. You are now at a period of life on which your whole future depends, you are going out into the world to set up for yourself and to decide what shall be your future conduct character and condition. You are about to be free from the restraints of parents, friends, home, country and all those influences which have made you what you now are. — and to enter upon a new and dangerous course of life, one that will expose you to peculiar temptations, and hence severely try your moral strength. You will find in that new and unsettled country, to which you are going, every incitement and dissipation, without the restraining influences that are felt here in New England. And unless you go armed with virtue principle, and good resolutions, unless you go with the determination that you will avoid even the first steps, which lead to such courses and are constantly on your guard, you will be in great peril. Think therefore whenever you are tempted to do wrong, when any of your young companions would lead you astray, how much you have at stake, how much depends upon your decision. —

Think of your duties to God of your great obligations to him for all the blessings he has bestowed on you: think of your duties and obligations to your parents, who from helpless infancy have watched over you in unwearied kindness, and affection. Think of how soon any evil that comes to you, any moral blight of your character, would grieve those that love you.

Remember that they have set their hearts upon you in confidence, that you will not disappoint their high expectations. And that your success in obtaining wealth will be nothing to them, in comparison with success in preserving your good habits.

Of all the young men that are going in your direction none will go under more favourable circumstances, or with more hearty good wishes than you. None will go with a more powerful inducement to a good and true life than those which you should feel. There are none whose success will give pleasure to a greater number of friends. Let these thoughts with the Divine blessing preserve you through your long and perilous journey, through the trials that may await you in a distant land, till you return to those who can never cease to feel the deepest interest in all that concerns you.

Your sincere friend
(signed) Wm. H. Knapp.

Oration delivered on board ship York
1st July 1851 Off Cape Horn.

The delivering of a Fourth of July Oration in a monkey jacket and almost in mittens surrounded by stanchions bulkheads, and other nautical appendages in general in the midst of Peppers Alley's Rot Gut Rows Rain Cat Alleys Tapers dry ashes Van Amburgs Solly's and other nautical appendages in particular with lamps around me hanging askant obeying I know not what laws of Gravitation and men walking carefully Cat like and with very serious faces along the cabin floor at ludicrous angles of 45° with a constant din still ringing in my ears of lost spoons "Dunder funks" and burnt gingerbread if it has not something about it of the absolutely ludicrous possesses at least the charm of novelty to recommend it the excuse that one was seriously called upon unexpectedly and that one rises with sufficient preparation to make a speech although applicable to the last degree still on account of its titeriness will not be advanced in the present instance never the less the fact that this is the first time this arduous duty has ever devolved upon me and the fact also that I have never listened to not even read a Fourth of July Oration together with the necessary haste of preparation I hope will serve to excuse the errors in matter or manner which will be noticed in the very brief remarks I have to make. But the next question arises what shall I say! I have not had time to think out and develop a great truth on this occasion. Shall I discuss into the regions of pathos and declaim to you the stereotyped phrases - shall I tell you of the Stars & Stripes The "American Eagle" Blood Thunders

and Guns fought bled and died on Bunker's heights
shall I rail to you against England standing in
thought amid the forests of our grand land and
listening to the sublime music of her winds and
vibrating streams shall I laugh at Albion scold
launtingly at boastful Britons pride and turn up
my nose at bold burly self sufficient John Bull
England our Mother land the conservator of science
philosophy the arts on whose congenial soil has
sprung and flourished the most splendid the
richest literature the world ever saw.

England the birthplace of Shakespeare of Milton
of Newton of "Marlowe of the mighty line" of rare
Ben Jonson shall I spall my own country at
her expense? No far be it from me

Let America proud and independent
as her sons stand upon her own merits. I fear not
the results of investigation let her be judged by
them alone. But aside from the consideration
of novelty above mentioned there seems to be a pe-
culiar appropriateness in our setting apart from
the rest and noticing this cherished day.

Shall we because we have left our native land
forget that we are Americans because we have
sailed thousands of miles from her shores shall we
be oblivious to her birth day because we have
sunk her hills from our view shall we no
longer remember her noble deeds and close
the lids of memory upon the "times which tried
mens souls"? Is patriotism a thing to be laid
aside and assumed as a garment.

No every plank we tread on is American and
the bolted and fastened Island upon which we
are borne is but a piece of America taken
from her midst and sailing o'er the world.

Yet there is a peculiar appropriateness
in our celebrating this day here amid the sublime
sweep of waves and with cubic miles and miles

of wind around us.

The feeling which prompts on the annual recurrence of this day ceremonial observances appropriate to the occasion observances which we would follow though at a long distance is one of the sublimest in the breast of man. Next to the love of kindred and friends stands the love of one's country. Nay, if we are to judge anything from the admiration in which the deeds of the elder Brutus have been held by the world we must place the love of Country before the love even of friends and kindred. Not Brutus the false friend of Caesar but that Brutus of whom Cassius says in the celebrated Street Scene -

"O you and I have heard our fathers say
There was a Brutus once, that would have brooked
The eternal devil to keep his state in Rome
as easily as a King."

That Brutus who had the genius to conceive the boldness to construct a republic who struck the dagger deep into the heart of Royalty shut the gates of Rome upon Tarquin the proud dissolved with a wave of the hand the phantom of a throne lifted with pious fervor the chains of tyranny from his prostrated country and raised her up to continue her unparalleled course of conquest.

And yet who when the country demanded stifled in his bosom the feelings of a father and withheld not the axe of justice from the neck of his Son.

The love of our country that place which gave us birth where our pleasantest associations are centered (those of our childhood where dwell the knit circle of our friends whose language is ours whose literature is ours whose deeds are in a certain sense ours in whose glory we delight in whose shame we grieve I see that Country treading in her path among the Nations rapid in growth as she was unparalleled in her birth.

On taking a comprehensive view of the effects which the American race has had upon our continent not the least remarkable fact is the disappearance of the Indian Race. We want no other proof than this that the destiny of that race upon earth has been fulfilled. Treating as they did undisturbed the wild forests of their majestic land spreading in the lapse of ages over a continent away from the rest of the world the work given them to perform on earth must have been of a singular nature.

When the Santa Maria the Pinta and the Nina freighted with the great man spread their sails for the west that work was drawing to a close. We see it as the Indian shrunk back when Columbus unsheathing his sword stepped upon the land. We see it no less when enchanted by the mild words of Wm Penn they yielded. Before the olive branch he waved. We read it in the degraded remnants they have left behind them. We hear it in the ominous rush of immigration as it sweeps across our land and subsides into the west. They are a doomed race.

As we contemplate them inhabiting a vast continent for ages and vanishing at the appearance of civilization it may be interesting to pause a moment and seek for the final cause of existence on earth. This our time will only permit us to touch upon.

Was the Indian placed here merely to aid in giving tone to the American Race? He has imparted to it little of his proverbial dignity of manner; and his strange customs have vanished with him. His sonorous language has had no effect upon ours it has passed away leaving nought behind it save a few sublime names stamped forever on our rivers and our mountains—

If he has added any element of resistance and force to the race that element is not to be found save along our borders and is only necessary to enforce his extermination. Has he eradicated any evil from the continent which would have been injurious or destructive to the coming race?

We know of none and when we look at Nature we find that has taken no part in the grand changes then going on. The Indian stalks through the primeval forests the branches around him are pushed aside the leaves beneath him rustle and crack to his tread but the next wind blows and the branches sway back to their places and his footsteps are covered. Tribe after tribe of the noble race tramp through the land; the forests still grow the rocks still stand the rivers still murmur. The whole people live and die.

Strange scrawls upon some rock hid away in the dim forests, or here and there a mysterious mound is all that is left of them upon a silent continent. If then they have done so little here what was the final cause of their existence upon earth? Mankind are apt to think that they are to live to work hereafter as individuals only; and in supreme selfishness each perhaps himself for his work. We believe that in the economy of the dark future, races, as well as individuals, have a work to perform; and that however slight may have been the part which the Indians have played on earth; they were placed here to develop themselves by acting that part, and then, not as individuals, but as a race to sweep through the grave into eternity, there to enter upon some grand work commensurate with their magnitude as a people.

Meanwhile I see that germ of the American race forming in England. I see the bigoted Puritans persecuted by their just as bigoted opponents

until the bird wearied out rises from its country
hovers over it endearingly takes a last fond look
and wings its sad solitary way across the Atlantic

Not as we go flushed with high hopes, not
drawn by the golden future, not driven by the
golden past. It was the Child pushed rudely
from the Mothers breast, and by the Maternal
hand itself. Chills winter had settled down
upon the bleak New England coast when the
Puritans landed. The winds in the icy forests
seemed to sigh their requiem. The frozen
ground numbed their feet as their tread upon
their adopted country; and while they raised
their rude shelters, the wet snow flakes fell
around them. Yet in all that bleakness what
a May flower blossomed there! Harbinger of the
summer that was to come, whose early fruits we
enjoy: a summer leaping from winter almost
without a spring. Another marked effect of
our race is to be found in nature itself.

When the white man stole into America, not
only did the Indian vanish before him, but
the land itself took a new aspect. I see it
straightway arousing from its silence, and
putting forth its mighty energies. Its forests
low and freighted with merchandise sail
away across the sea. Its rocks not through
the influence of the sunshine and the rain
drops but through the subtle influence of the
mind of man, grow into temples which put
forth their pinnacles and shoot up their
spires. Its rivers no longer flow quietly
along, but leap into falls and demand
machinery, and as the dew steals out from
the earth at evening twilight so come its
gardens and its towns. Thus when the white
man vanishes his character will be left
behind him, stamped upon the Continent.

But parallel with the American race there entered two weaker races on to our continent. The French in Canada and the Spanish in Mexico and Central America. If the two effects already mentioned can be seen in the past certainly a third can be as distinctly seen in the future. When we take into consideration the vigor the intelligence the energy the avarice of the Anglo Saxon race, a race nurtured in the stern north temperate zone, can we hesitate a moment in deciding upon the effect it will have upon the white races at its northern and southern borders? Their fate is as sure as was the Indians. Already does it feel constrained and hemmed in within its legitimate limits. Already has it encroached upon its weak neighbours at the south, and looks with avaricious eyes towards the north. The French and Spanish must inevitably fall before the American race, or be absorbed into its substance.

Having thus briefly touched upon a few effects which have been brought about by the application of our race to the American Continent, I cannot close without calling up to your memory that bright name cherished above all others. Who could have snatched from the coals the last sparks of the revolution, and blown them again and again, into a flame (which not the enemies abroad but those at home had nearly quenched! And when our shivering army were hovering around Valley Forge in the cold winter, what would have held together the shattered wreck of the Colonies, save that great mind, gifted to so extraordinary a degree with the ability of influencing vast numbers of men to his will, by some mysterious power within, a power which we cannot fully express by the phrase

force of character; a power which in looking back upon history, we find developed in but few so largely as it was in him, a power the want of which in Napoleon caused his final overthrow, when all the old bonds of pride, of ambition, and of personal affection no longer kept his men around him; a power which held Caesar inevitably upon the pinnacle of his ambition, which nothing could withstand but the assassin's knife that should drive him from the world. It was this power more than any other single characteristic of mind, which made Washington the great man that he was.

Let us appreciate him as he should be appreciated. Let us bring ourselves to realize his greatness, and the consummate worth of his oppressed spirit to the world in the eight years subsequent to seventeen hundred and seventy six. Let us on this day especially linger fondly in thought around the memory of that man who fanning the flickering fires of the revolution, stood in the fullness of his dignity, calm and inspiring; who, for high justice, for comprehensive views, for grandeur of wisdom, for swift decision of purpose, for rapid energy of will, and for loftiness and purity of thought, stands the one man, towering above all others of his times, however loudly Fame may shout the name of First Consul.

Great Washington! Of whom it can almost be said in the language of the first classic of English literature, he was —

Faithful found
Among the faithless faithful only he,
Among innumerable false, unmoved,
Unshaken, unswerving, unperplexed,
His loyalty he kept, his love, his zeal;
Nor number, nor example, with him wrought,
To swerve from truth, or change his constant mind
Though single."

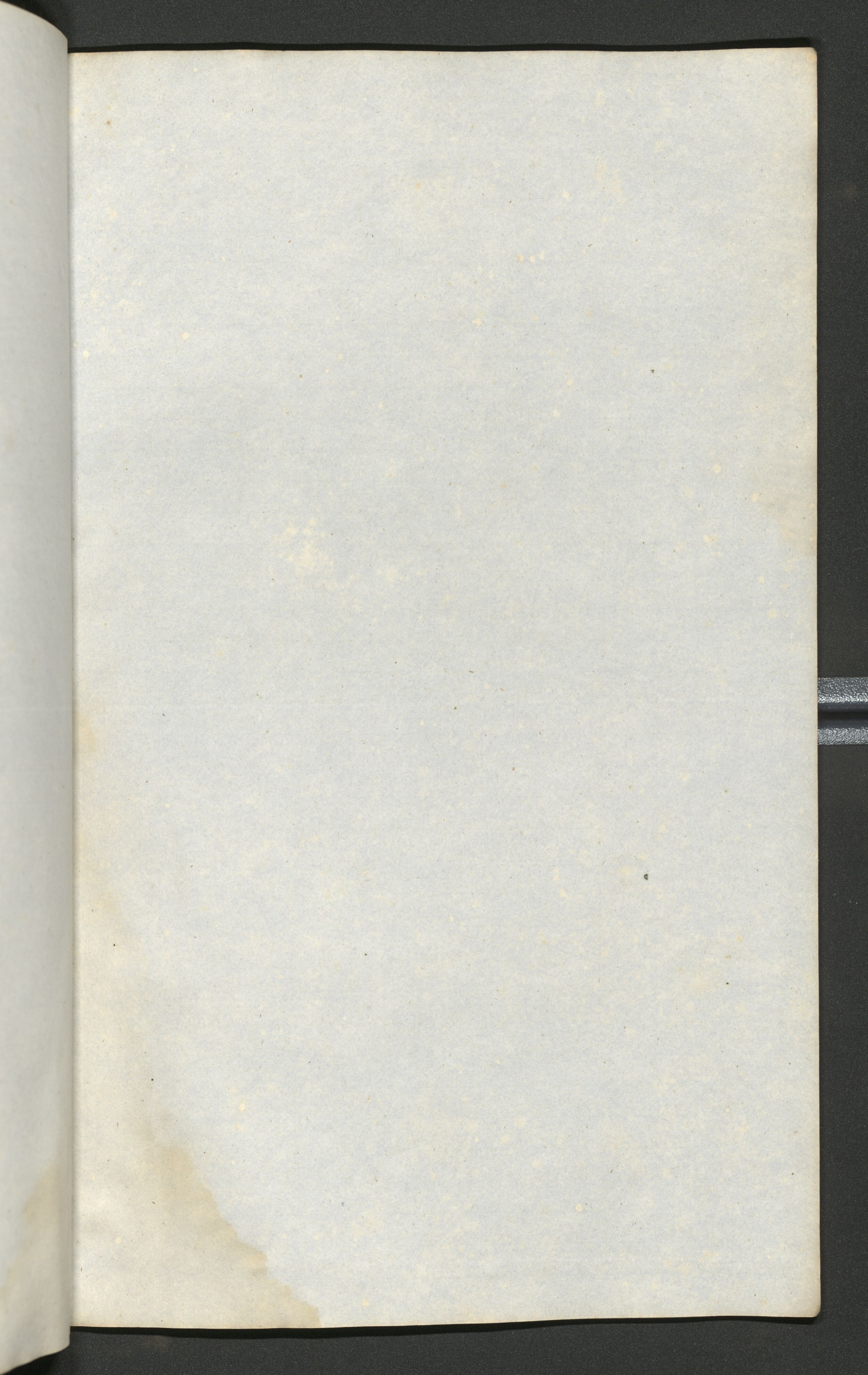
Jan. 21st 1857. Saw Steamship New York
Capt. Craigg from Glasgow for New York
arrived off the east end short of coal. Was
supplied and sailed the following m'day.

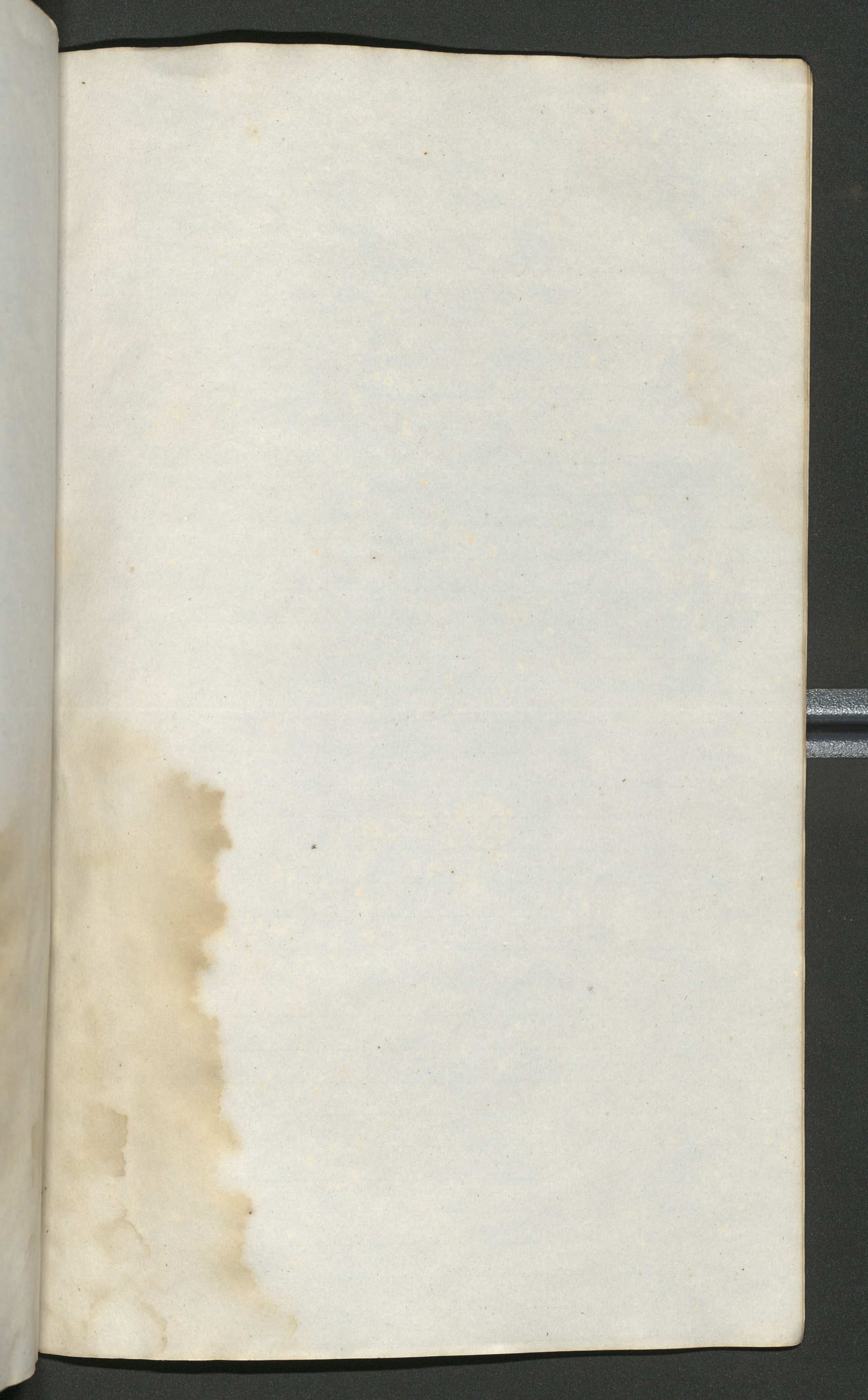
Jan. 1857. Ship Bowditch from New Orleans
bound to Boston cargo Cotton & hides off the
South Side at anchor for some days detained
by the ice. Parted in a South easter and
went to Holmes hole. While at anchor the
Bowditch picked up the crew of Br Brig
Pilgrim of St. Johns. The Pilgrim was
abandoned on the Round Shoal - afterwards
came off and was taken by the ice nearly
up to the bar. From there the ice took her
on to Hawes Shoal where she was boarded
by a crew from the Vineyard.

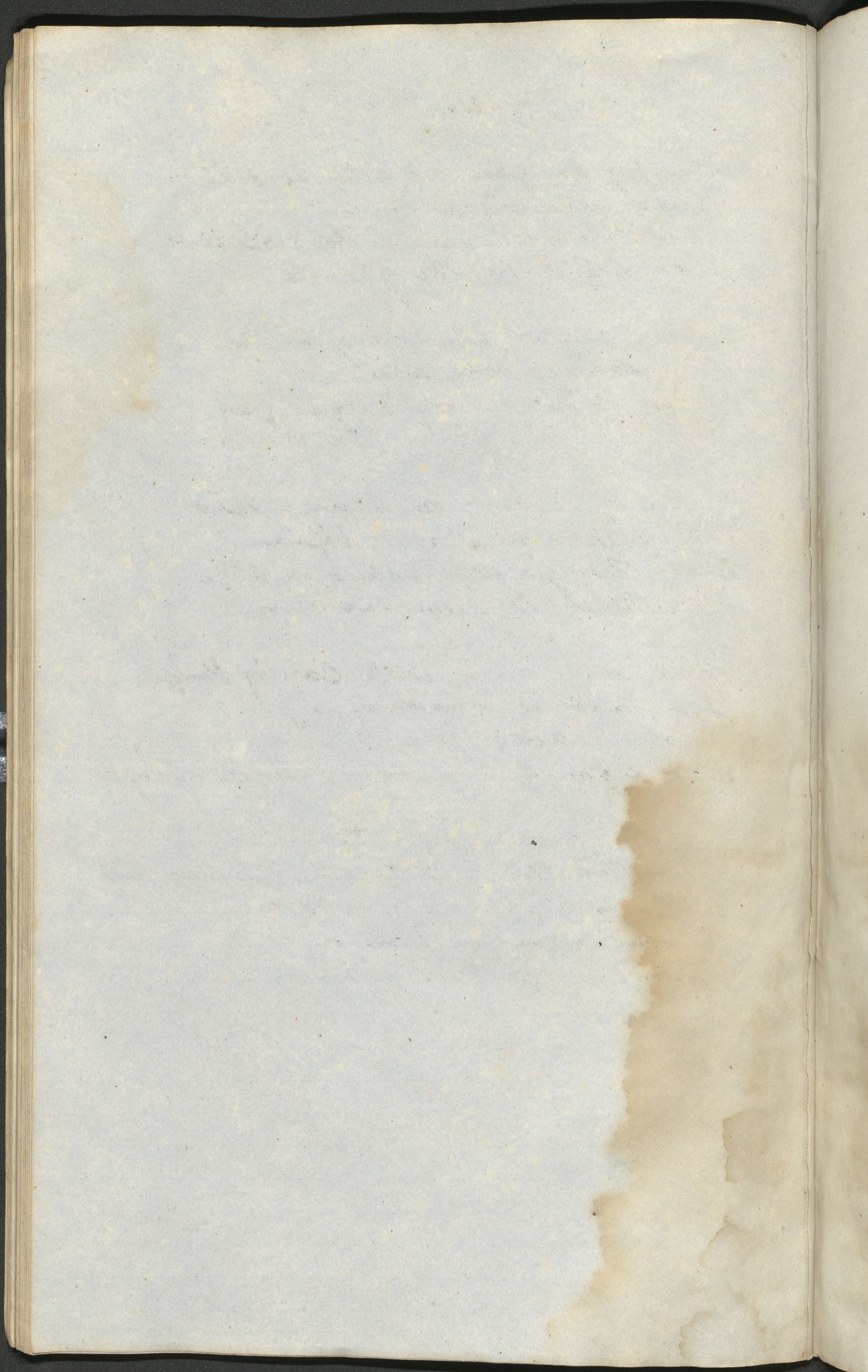
Feb. 2nd 1857.

Sch. Pizarro landed Passengers and Mails
at L'Anse-au-Loup

Feb. 5th Island Home left after being
frozen up from the 6th Jan.







Pig tail -

The pig has gone but still his tail
Keeps wandering around
Will not some friend its coils untend
And lay it in the ground!

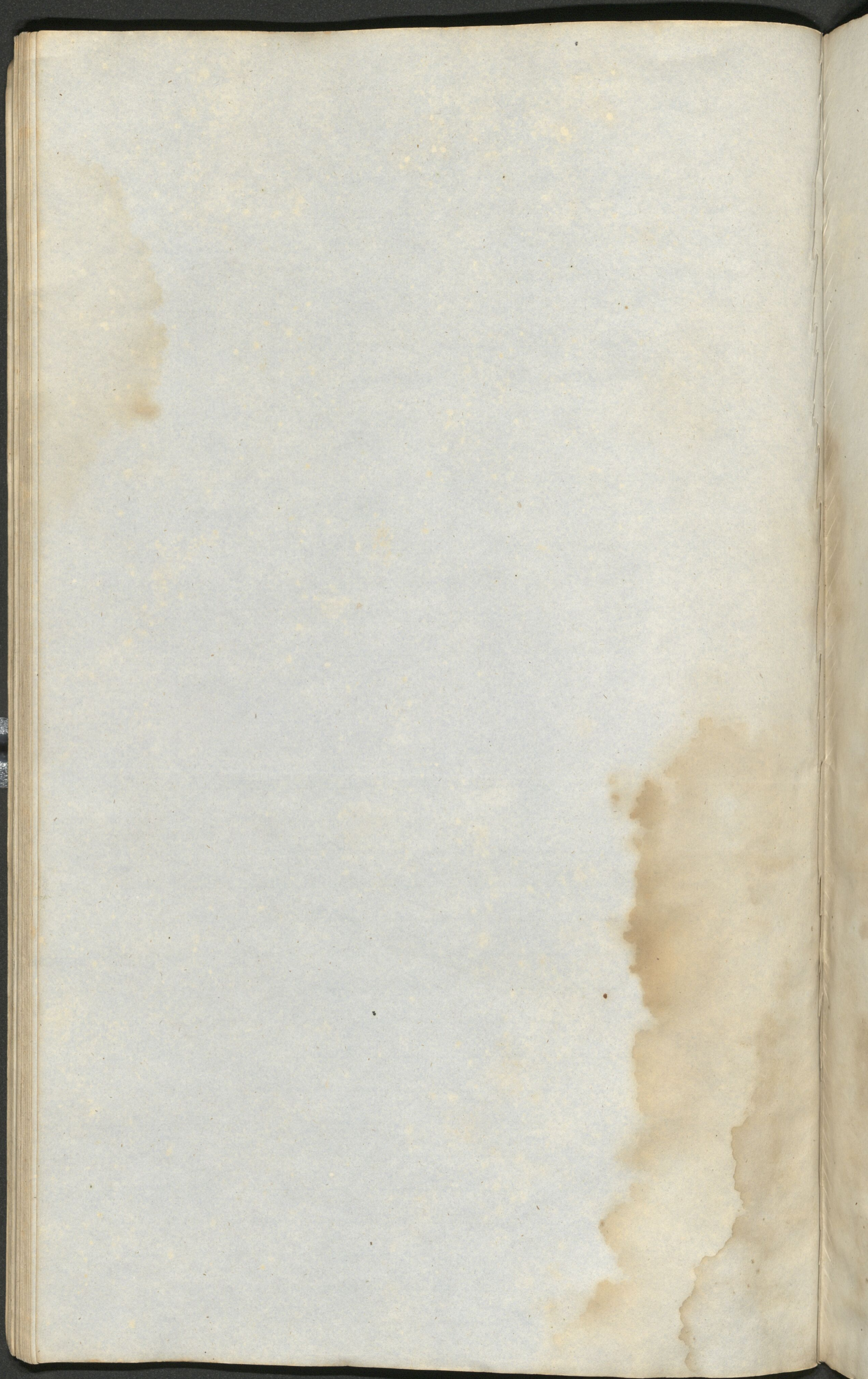
Oh must it rove like Phantom Ship
Life stormy seas about
Until it meet poor Piggie's feet
His "innards" head and snout.

It had its beat on Orange Street
When "Span rit" went before
But Bovey's wife instant on stife
Has thrust it from her door

Oh Bovey's wife with Carving Knife
You sent it wandering off
Past Hallow's pen it struggled then
At sight of Sty and trough

Moral without the Tail -

This Tail And TAIL And headless tail
Its wanderings only prove
Better alone be born a Stone
Than always on the move -



Pig tail -

- Thereby hangs a tail -

The pig is gone but still his tail
Keeps travelling around
Will not some friend its coils unbend
And lay it in the ground!

Or must it rove like Phantom Ship
Lies stormy seas about
Until it meet poor Jiggie's feet
Its "innards" head and snout.

Its had its beat on Orange Street
When "Spare Rib" went before
But Brown's wife with cruel hand
Has "drunked" it from her door

The "Collins route" next brought it out
Though it was rather whole;
Past Hallett's pen it struggled then
At sight of Sly and Trough

This tail this TAIL the headless tail
Its wanderings only prove
Better alone be born a stone
Than always on the move -

